

Millstone Landing Road
SM-917
St. Mary's County
Hollywood Vicinity
17th Century
Public

Millstone Landing Road is located in the southeastern portion of St. Mary's County in the county's Eighth Election District. The road extends west from the starting point of public access at a county pull-off near the Patuxent River and curves gradually to the south to its terminus at Three Notch Road (MD 235). The entire length of the publicly accessible road is 1.34 miles. The road is asphalt paved and varies in width from 16 to 40 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

As a late-seventeenth-century route leading inland from the manor of Richard Gardiner (St. Richard's Manor, SM-5), a member of the First General Assembly of the Maryland Colony, Millstone Landing Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Millstone Landing was used by local farmers to reach the wharf and later the steamboat landing at Millstone. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Millstone Landing Road, were improved to accommodate the increase in commercial traffic and travelers. After the cessation of steamboat transport in the early twentieth century, Millstone Landing Road facilitated travel to the pier at Millstone Landing, which housed the ferry that operated on the Patuxent River. Millstone Landing Road and its setting also reflects the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station in 1942.

Maryland Historical Trust

Maryland Inventory of

Historic Properties Form

Inventory No. SM-917

1. Name of Property (indicate preferred name)

historic Millstone Landing Road

other County Road 30269

2. Location

street and number Election District No. 8, Runs NW from end of public access to MD 235 (Three Notch Road)

city, town Hollywood X vicinity

county St. Mary's County

3. Owner of Property (give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners

street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300

city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio

city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
- ☐ Contributing Resource in Local Historic District
- ☐ Determined Eligible for the National Register/Maryland Register
- ☐ Determined Ineligible for the National Register/Maryland Register
- ☐ Recorded by HABS/HAER
- ☐ Historic Structure Report or Research Report at MHT
- ☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<input type="checkbox"/> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<input type="checkbox"/> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<input type="checkbox"/> structures
		<input type="checkbox"/> education	<input type="checkbox"/> objects
		<input checked="" type="checkbox"/> transportation	<input type="checkbox"/> Total
		<input type="checkbox"/> funerary	
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			<u>0</u>

7. Description

Inventory No. SM-917

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Millstone Landing Road is located in southeastern St. Mary's County. The public roadway originates just west of the Patuxent River. Access beyond this point is restricted due to the close proximity of the Patuxent River Naval Air Station. The road extends west and southwest from its origin for approximately 1.34 miles to its terminus at Three Notch Road (MD 235). The road is asphalt paved and varies in width from 16 to 40 feet. Mature evergreen and deciduous vegetation that gives way to mid- to late-twentieth-century residential development characterizes the majority of the length of the road's right-of-way.

Location

Millstone Landing Road is located in the southeastern portion of St. Mary's County in the county's Eighth Election District. The road extends west from the starting point of public access at a county pull-off near the Patuxent River and curves gradually to the south beginning at mile point 0.6 to its end point at Three Notch Road (MD 235). The entire length of the publicly accessible road is 1.34 miles.

Detailed Description

The Roadway

Millstone Landing Road is an asphalt-paved major collector route that varies from approximately 16 to 40 feet in width. The road originates as a narrow unmarked throughway. From mile point 0.4 to mile point 1.2, the travelway gradually becomes wider and contains two divided lanes—one in each direction divided by a yellow-painted, double line and white-painted lines frame the outer edges. From mile point 1.2 until its terminus, the road opens to four lanes. The roadway is asphalt-paved and is in good condition throughout its length. Markings associated with a pedestrian crossing are painted on the roadway at mile point 1.0 in front of Green Holly Elementary School.

The road's horizontal alignment incorporates several straight-aways and long, gentle curves. Its vertical alignment consists of a shallow ascent beginning at mile point 0.9 to where it levels off at a small tributary crossing at mile point 1.2. The majority of the route is at-grade or slightly depressed below the surrounding land. The roadway does not include a visible crown.

At mile point 1.2, the roadway crosses a small tributary that runs northwest and empties into Lewis Creek. The waterway runs in a deep channel perpendicular to the roadway until it crosses underneath the roadway through a metal pipe culvert. Wooden guiderails flank each side of the roadway at the culvert.

The Right-of-Way

Informal grassy and asphalt-paved shoulders appear on both sides within the Millstone Landing Road right-of-way. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted on metal or wood posts. Private property owners, including several residential developments, have posted a variety of identification signs, typically painted wood of various shapes and sizes that include names and addresses of the properties. Several metal signs associated with the Green Holly Special Education School and the Green Holly Elementary School are located adjacent to the north side of the roadway near mile point 1.0. In addition, poured concrete sidewalks line the roadway in front of the schools.

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Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the north side of the road and then along both the north and south sides of the road until its terminus. A traffic signal, hung above the roadway, denotes the road's terminus at Three Notch Road (MD 235).

The Setting

Millstone Landing Road traverses a residential area of southeastern St. Mary's County. The road extends through a landscape dominated by residential and educational land uses. St. Richard's Manor (SM-5; listed in the National Register, 1985) is located to the south of Millstone Landing Road at mile point 0.2, although the property is not visible from the roadway.

The first 0.4 miles of the road from its origin near the Patuxent River passes through a wooded area interspersed with long sand and gravel driveways that stretch north and south from the road. A grouping of vacant late-nineteenth-century outbuildings, most likely associated with St. Richard's Manor, are visible at mile point 0.2. At mile point 0.4, the road becomes two lanes divided by a yellow-painted double line. A large residential development, "Esperanza Farms," dating to the late 1970s is located to the north of the road at mile point 0.5. Associated paved roads provide access from Millstone Landing Road into the development. Between mile point 0.6 and 1.2, several dwellings built in the mid- to late-twentieth century are located on individual lots to the south side of the road. These separate dwellings are accessed by paved-asphalt or gravel driveways. The buildings associated with the circa-1973 Green Holly Special Education School and the circa-1985 Green Holly Elementary School, which occupy over 10 acres, are located on the north side of the roadway at mile point 0.9.

The terminus of Millstone Landing Road is heavily developed with late-twentieth-century commercial buildings and shopping centers fronting the six-lane Three Notch Road (MD 235).

8. Significance

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Period	Areas of Significance	Check and justify below			
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts	
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy	
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government	
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion	
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science	
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history	
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation	
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input type="checkbox"/> military	<input type="checkbox"/> other: _____	

Specific dates ca. 1640; ca. 1835; ca. 1942 **Architect/Builder** Unknown

Construction dates Mid-seventeenth century through late-twentieth century

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Historical Summary

As a late-seventeenth-century route leading inland from the manor of Richard Gardiner (St. Richard's Manor), a member of the First General Assembly of the Maryland Colony, Millstone Landing Road reflects the early road networks in St. Mary's County associated with early settlement patterns that were characterized by scattered farms situated along the navigable waterways of St. Mary's County. From the seventeenth century through the early twentieth century, Millstone Landing was used by local farmers to reach the wharf and later the steamboat landing at Millstone. With the advent of steamboat service to the county in the 1830s, roads leading inland to steamboat wharves, such as Millstone Landing Road, were improved to accommodate the increase in commercial traffic and travelers. After the cessation of steamboat transport in the early twentieth century, Millstone Landing Road facilitated travel to the pier at Millstone Landing, which housed the ferry that operated on the Patuxent River. Millstone Landing Road and its setting also reflects the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station in 1942.

Historical Narrative¹

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.²

¹ The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Millstone Landing Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

² History Matters, LLC 2006: 7

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European settlement in St. Mary's County began in 1634 when a group of English Colonists, lead by Leonard Calvert, son of Lord Baltimore, arrived on St. Clement's Island located in the Potomac River. The settlers soon thereafter traveled inland on the tributaries of the Potomac River and began establishing farms in the areas around the river and its tributaries. As a result of their gravitation to settle near navigable waterways on large farms that promised successful tobacco cultivation, colonists lived on widely scattered farmsteads.³ Over the course of the seventeenth century, colonists established plantations and farms along the Patuxent River, which bordered the east side of what would become St. Mary's County.

The oldest documented road in St. Mary's County was used to connect St. Mary's City, the colony's capital from 1634 to 1695, to the two major waterways that flanked the peninsula. The Patuxent Path (present-day MD 235 [Three Notch Road]), created on the bed of a Native American pathway, connected St. Mary's City to the Patuxent River.⁴ Various roads and trails crisscrossed the Patuxent Path and led to individual farms, plantations, villages, and other smaller waterways.⁵

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁶

Between 1790 and 1840, the internal economy of St. Mary's expanded, which created a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves, such as Millstone Landing Road, in order to collect imported manufactured goods and ship their staple crops.⁷

The expansion of steamboat traffic along the Patuxent and Potomac Rivers starting in the 1830s fueled the improvement of local roads that provided inland access to steamboat wharves. In 1821, Captain George Weems began operating intermittent steamboat service between Baltimore and several Patuxent River landings; however, a regular route was not established until 1835. Millstone Landing was among the early landings visited by the Weems line.⁸ By 1861, Weems

³ History Matters, LLC 2006: 7-8

⁴ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, Ridge, Maryland: n.p., 1991, 282.

⁵ History Matters, LLC 2006: 9

⁶ History Matters, LLC 2006: 11-15

⁷ History Matters, LLC 2006: 20

⁸ Kathryn Gettings Smith, "Trent Hall Road, SM-908," Maryland Inventory of Historic Properties Form, prepared by History Matters, LLC, June 30, 2006, on file at the Maryland Historical Trust, Crownsville, Maryland, 8-1.

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operated three steamboats, each making four trips a week to the Patuxent River.⁹ By 1865, maps of the county show several steamboat landings on the Patuxent River, including one at Millstone Landing, and a growing number of roads leading east from the Patuxent Path to presumably boat landings at the river.¹⁰

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.¹¹

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements, and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.¹²

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements

⁹ David C. Holly, *Tidewater by Steamboat: A Saga of the Chesapeake*, Baltimore, Maryland, The Johns Hopkins University Press, 1991, 26-33, 42-43; Robert H. Burgess and H. Graham Wood, *Steamboats Out of Baltimore*, Cambridge, Maryland, Tidewater Publishers, 1968, 20-23.

¹⁰ Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a Stretch of Delaware, and a Portion of Northern and Eastern Virginia Showing some of the Most Interesting Localities of the Late War*, 1865, available at Geography and Map Division, Library of Congress.

¹¹ Hammett 1991: 283-285

¹² History Matters, LLC 2006: 15-25

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beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.¹³ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.¹⁴ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹⁵

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹⁶ As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Furthermore, the establishment of the Patuxent River Naval Air Station at Cedar Point in 1942 launched another period of substantial road improvements in St. Mary's County. The U.S. Navy constructed and improved roads leading to the base at Cedar Point. The Navy's presence also led to the considerable growth of nearby communities, such as Hollywood and Lexington Park, and consequently, their corresponding road networks were improved. The economic and population growth brought by the establishment of the naval base fueled road widening projects on the major routes and improvements to many of the county's secondary and local roadways.¹⁷

Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹⁸

Development of Millstone Landing Road

Millstone Landing Road most likely originated as a route connecting St. Richard's Manor to inland tracts and to the Patuxent Path (present-day MD 235). On December 6, 1640, St. Richard's Manor was surveyed and granted by Lord

¹³ Hammett 1991: 287

¹⁴ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹⁵ History Matters, LLC 2006: 33

¹⁶ History Matters, LLC 2006: 40

¹⁷ History Matters, LLC 2006: 33; Hammett 1991: 293

¹⁸ History Matters, LLC 2006: 41

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Baltimore to Richard Gardiner, first Lord of the Manor and a member of the First General Assembly of the Maryland Colony. The land grant was the first along the Patuxent River. Throughout the next four decades, ownership of the manor passed to Richard's son and heir, Luke Gardiner and then to Richard Keene, and finally to Andrew Abingdon, deputy collector for the Patuxent District and sheriff of Calvert County.¹⁹ The presence of the late-seventeenth-century manor house indicates that the property has been occupied since that time.

Portions of the current Millstone Landing Road were most likely established by the late-seventeenth century in order to facilitate the movement of people and goods, particularly tobacco, from the landing at St. Richard's Manor to the Three Notch Road and other inland points. The means of transporting tobacco from St. Mary's County to Baltimore was via the waterways, and Millstone Landing provided the shipping point for colonial farmers and later plantation holders throughout the seventeenth and eighteenth centuries. A public wharf was formally established at Millstone Landing in 1835, most likely in association with the creation of Captain George Weem's steamboat line.²⁰

Millstone Landing Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from the Patuxent River to the Three Notch Road.²¹ Most likely Millstone Landing existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers landing at St. Richard's Manor to points inland.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts Millstone Landing Road.²² As the inland road network expanded in the early nineteenth century, the informal path would have been formalized and extended particularly with the establishment of the steamboat landing. The steamboat landing at Millstone was one of the busiest in St. Mary's County for almost a century from the 1830s until its cessation in the 1930s.²³ Martenet's 1865 *Atlas of the State of Maryland* illustrates a road that closely follows the alignment of the current Millstone Landing Road; the road leads north following the Patuxent River shoreline from Millstone Landing and curves sharply to the west near the dwelling associated with St. Richard's Manor and continues southwest where it terminates at a small road that connects to Three Notch Road.²⁴

With the exception of the dwelling and outbuildings associated with St. Richard's Manor (SM-5), Millstone Landing Road does not retain any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries. The earliest dwellings, which date to the early twentieth century, are located near the terminus of the roadway at Three Notch Road. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Millstone Landing Road. After steamboat service stopped in 1932, Millstone Landing served as a pier for the ferry that operated on the Patuxent River. The ferry transported passengers and automobiles between Solomon's Island in

¹⁹ George A. T. Donely and Peter Kurtze, "St. Richard's Manor, SM-5," National Register of Historic Places Inventory Form, October 1984, on file at the Maryland Historical Trust, Crownsville, Maryland, 8-1; St. Mary's County was part of Calvert County until 1695.

²⁰ Hammett 1991: 389

²¹ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

²² The history of the name "Millstone" is unknown as there are no records that indicate the presence of a mill in the vicinity.

²³ Hammett 1991: 483

²⁴ Martenet 1865

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Calvert County and Millstone Landing.²⁵ Millstone Landing Road was improved to facilitate easy travel between the pier and inland roads.

On April 4, 1942, the first ground was broken at Cedar Point, located to the south of Millstone Landing, for the construction of the Patuxent River Naval Air Station. As a result, access to the eastern and southern ends of Millstone Landing Road was restricted due to the close proximity of the Air Station. Numerous posted signs warn travelers not to proceed beyond the county-maintained roadway approximately 1.34 miles from the road's intersection with Three Notch Road (MD 235). In addition, the construction of the air station and the population increase that followed caused significant changes to the setting of Millstone Landing Road. Dwellings dating to the mid-1940s and 1950s are located towards its terminus at Three Notch Road. The late-twentieth-century saw the construction of the circa-1970s housing development to the north (Esperanza Farms) and the construction of the Green Holly Special Education School (circa 1973) and the Green Holly Elementary School (circa 1985). Consequently, the road has since been widened and improved to meet current design standards and safety criteria. The widening of Three Notch Road necessitated the widening of the terminus of Millstone Landing Road to four lanes and the erection of an overhead traffic signal. As commercial and residential development continues to increase particularly in the area associated with Hollywood and Lexington Park in the county's Eighth Election District, the rural character of Millstone Landing Road continues to diminish, as only the unmarked narrow pathway that characterizes the 0.4 miles at the eastern end of the road remains as vestiges of the historic route.

²⁵ Hammett 1991: 483

9. Major Bibliographical References

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See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 1.34 miles
Acreage of historical setting Approximately 2 miles
Quadrangle name Solomon's Island, MD

Quadrangle scale: 1:24,000 (7.5 Minute)

Verbal boundary description and justification

The surveyed area of Millstone Landing Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma K. Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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2000 *Historic Resources of St. Mary's County, Maryland, 1600-1950*. National Register of Historic Place Multiple Property Documentation Form.

Smith, Kathryn Gettings

2006 "Trent Hall Road, SM-908." Maryland Inventory of Historic Properties Form. Prepared by History Matters, LLC. On file at the Maryland Historical Trust, Crownsville.

St. Mary's County

1802 *County Road Book 1802-1853*. Available courtesy of Mr. Pete Himmelheber, St. Mary's County Historical Society, Leonardtown, Maryland.

State Roads Commission

1927 *Map of Maryland Showing State Road System and State Aid Roads*. Available at the Maryland Room, University of Maryland-College Park.

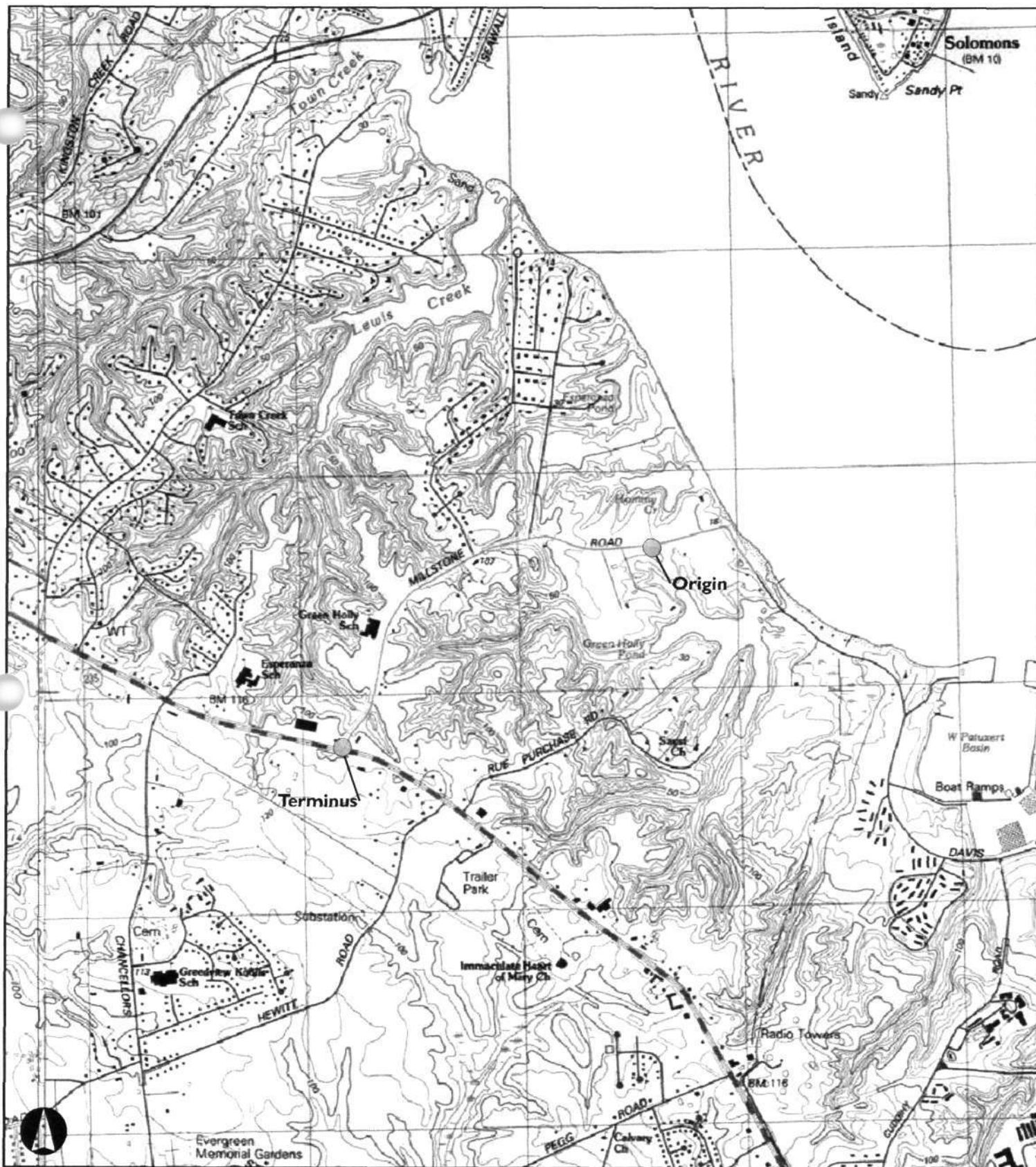
United States Geological Survey.

1943 *Solomon's Island, MD Quadrangle* (7.5 Minute Series), 1943; photo revised 1974.

1892 *Drum Point, MD Quadrangle* (15 Minute Series)

1901 *Drum Point, MD Quadrangle* (15 Minute Series)

1905 *Drum Point, MD Quadrangle* (15 Minute Series)



Road Alignment 2005

2,000

Feet

Millstone Landing Road

SM-917

Hollywood Vicinity

St. Marys County, MD

Source: USGS 7.5' Topo Quad, Solomons Island, MD (2007)



Millstone Landing Road

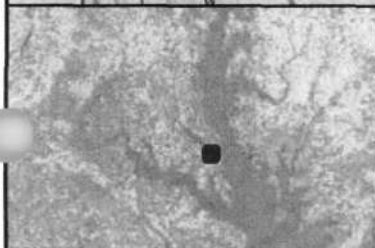
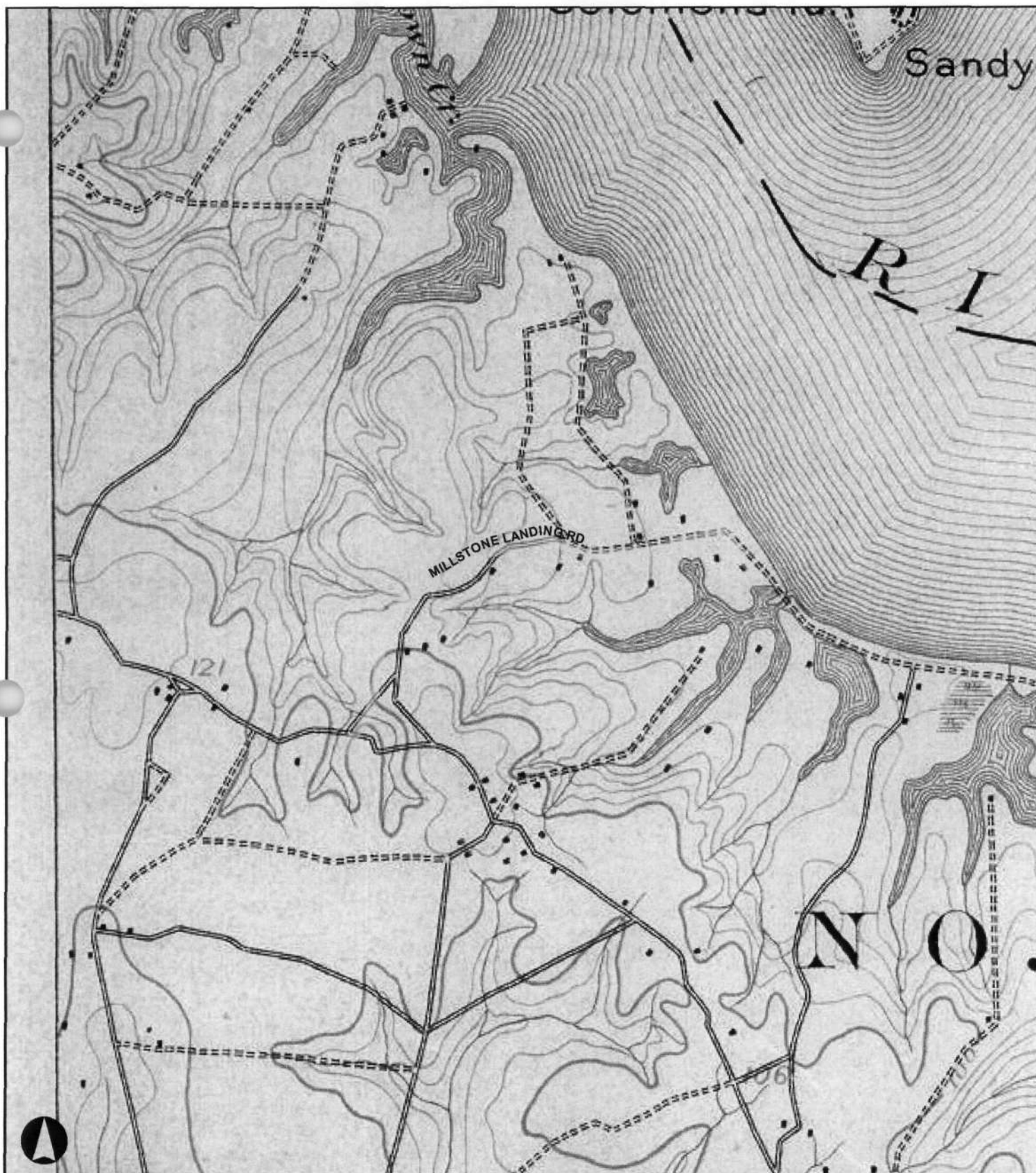
Millstone Landing Road

Hollywood Vicinity

SM-917

St. Marys County, MD

Source: 1865 Martenet Atlas



— Road Alignment 2005

2,000

Feet

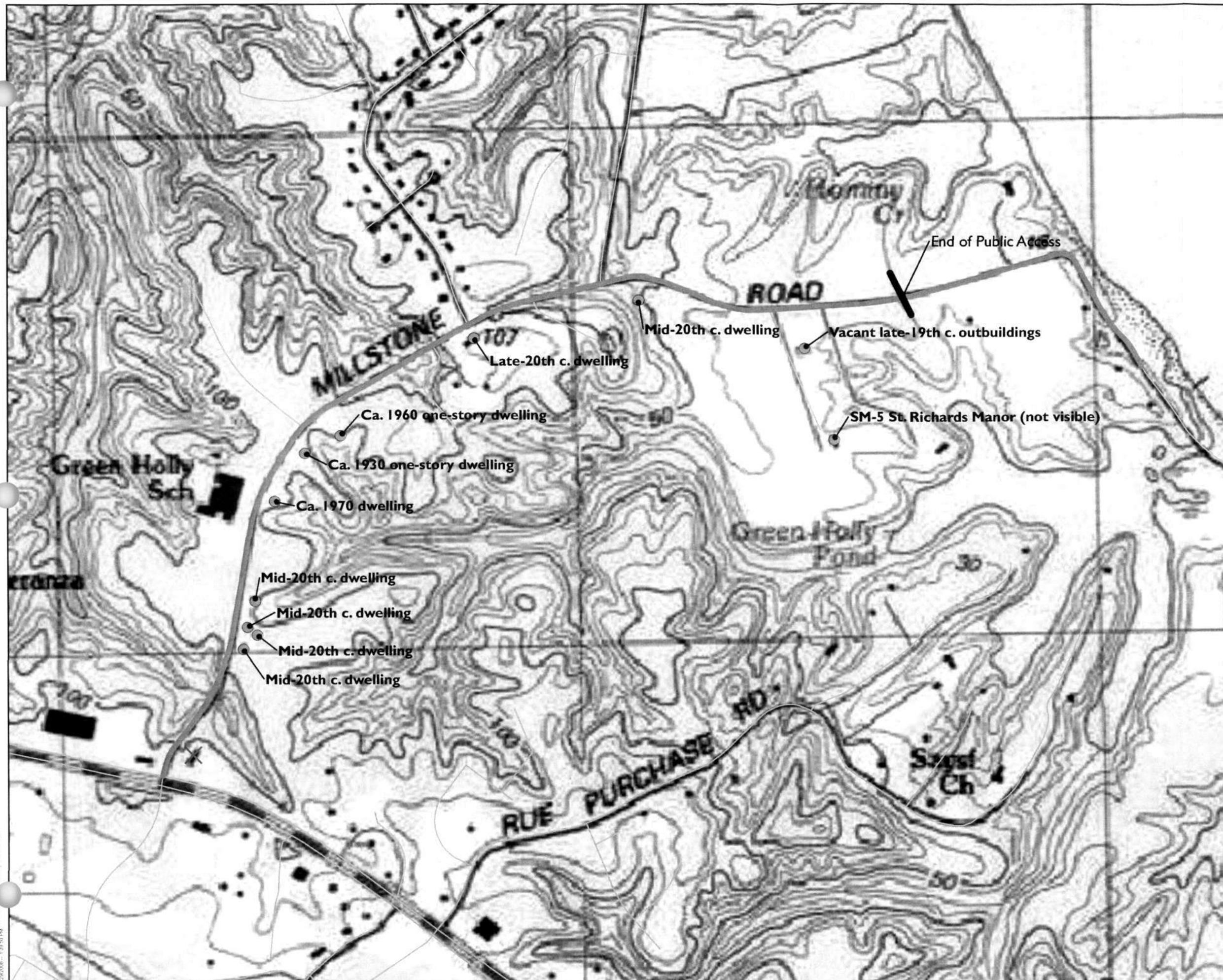
Millstone Landing Road

Hollywood Vicinity

SM-917

St. Marys County, MD

Source: 1892 Drum Point, MD USGS Quadrangle (15 Minute Series)



**Millstone Landing Road
SM-917
Resource ID Map**



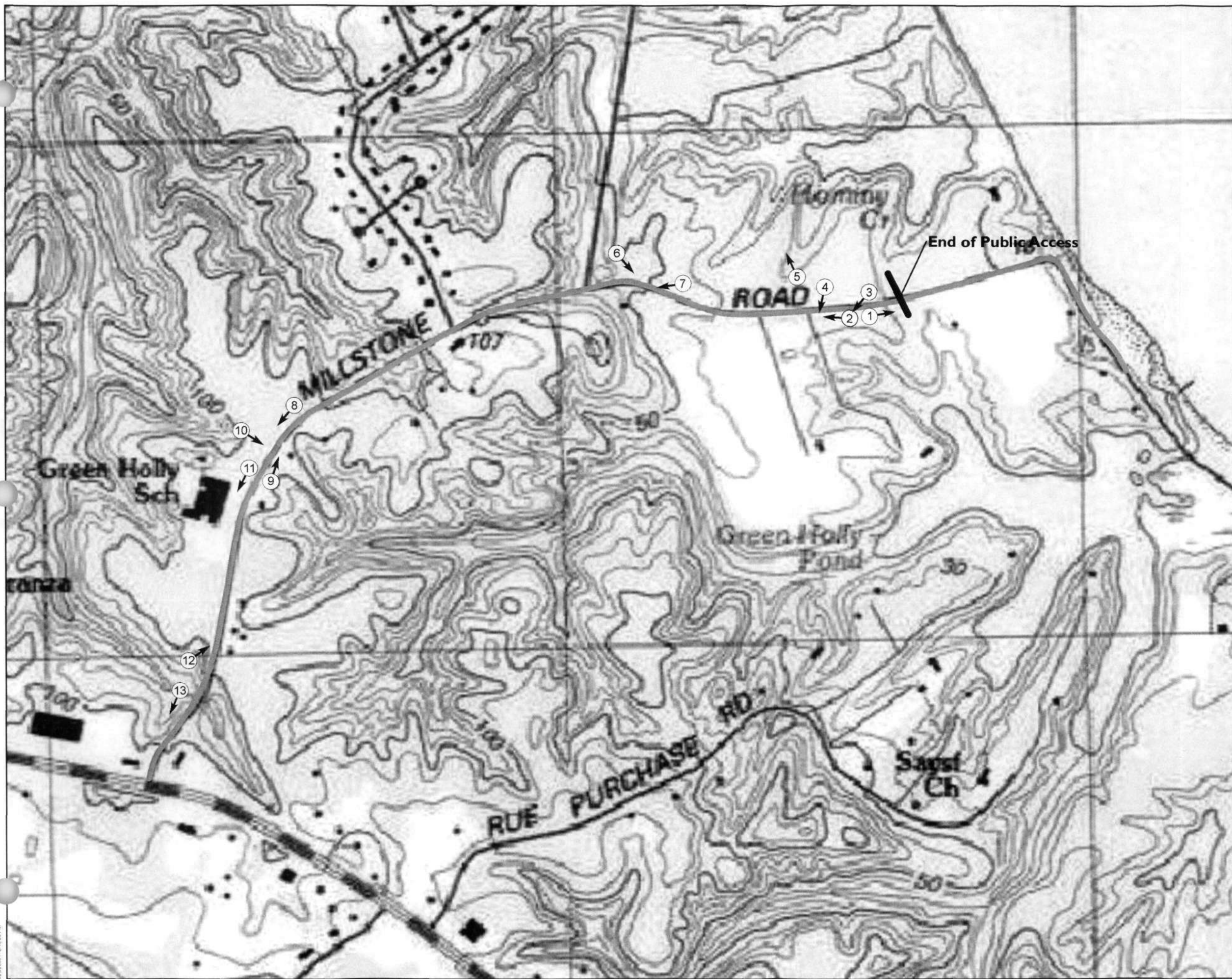
- X Resource Not Extant
- Extant Resource
- Millstone Landing Road

Source: USGS 7.5' Topo Quad, Solomons Island, MD.

**Hollywood Vicinity
St. Mary's County, Maryland**

500 0 500
Feet

May 2008



**Millstone Landing Road
SM-917
Photo ID Map**



Photo Locations



Millstone Landing Road

Source: USGS 7.5' Topo Quad, Solomons Island, MD.

**Hollywood Vicinity
St. Mary's County, Maryland**



May 2008

Millstone Landing Road (SM-917)

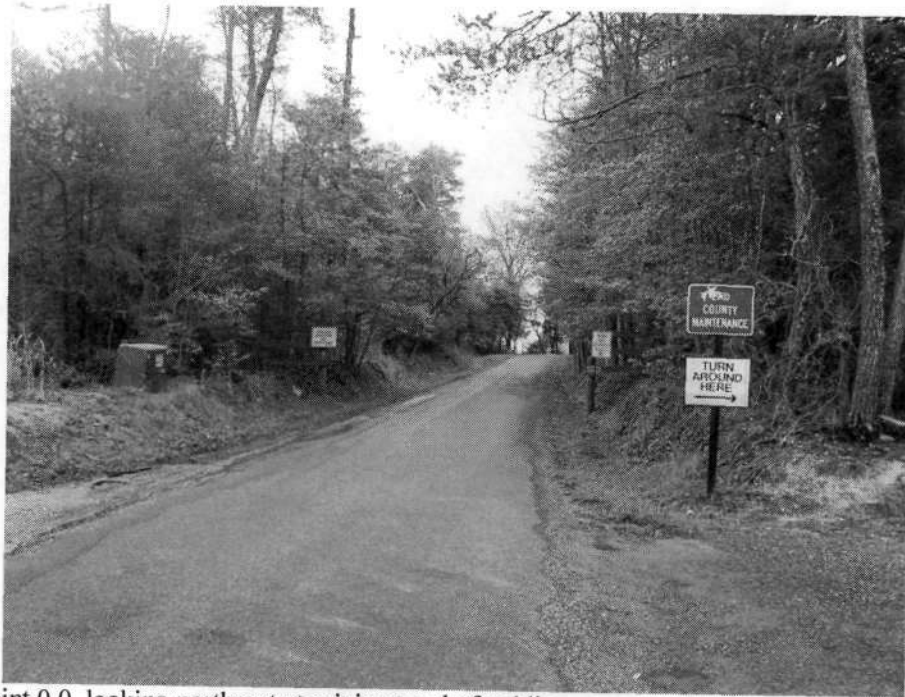
Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-917_200804_01	SM-917	Millstone Landing Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking northeast at origin at end of public access	1 of 13
SM-917_200804_02	"	"	"	"	"	Mile Point 0.0, looking northwest	2 of 13
SM-917_200804_03	"	"	"	"	"	Mile Point 0.0, looking southwest to county pull-off at end of public access	3 of 13
SM-917_200804_04	"	"	"	"	"	Mile Point 0.2, looking southwest to vacant late-19 th -century outbuildings	4 of 13
SM-917_200804_05	"	"	"	"	"	Mile Point 0.2, looking northwest along paved-asphalt driveway	5 of 13
SM-917_200804_06	"	"	"	"	"	Mile Point 0.4, looking southwest to end of narrow unmarked roadway/beginning of two-lane divided roadway	6 of 13
SM-917_200804_07	"	"	"	"	"	Mile Point 0.4, looking west	7 of 13
SM-917_200804_08	"	"	"	"	"	Mile Point 0.9, looking southwest towards Green Holly Elementary School	8 of 13
SM-917_200804_09	"	"	"	"	"	Mile Point 0.9, looking northwest	9 of 13
SM-917_200804_10	"	"	"	"	"	Mile Point 0.9, looking southwest at dwelling at 46081 Millstone Landing Road	10 of 13
SM-917_200804_11	"	"	"	"	"	Mile Point 1.0, looking southwest to Green Holly Elementary Special Education School and Green Holly Elementary School	11 of 13

SM-917

SM-917_200804_12	“	“	“	“	“	Mile Point 1.2, looking northeast to grouping of mid-20 th -century dwellings	11 of 13
SM-917_200804_13	“	“	“	“	“	Mile Point 1.2, looking southwest to terminus of Millstone Landing Road at Three Notch Road (MD 235)	13 of 13

SM-917



Mile Point 0.0, looking northeast at origin at end of public access
1 of 13



Mile Point 0.0, looking northwest
2 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.0, looking southwest to county pull-off at end of public access
3 of 13



Mile Point 0.2, looking southwest to vacant late-nineteenth-century outbuildings
4 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.2, looking to northwest along paved-asphalt driveway
5 of 13



Mile Point 0.4, looking southwest to end of narrow unmarked roadway/beginning of two-lane, divided roadway
6 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.4, looking west
7 of 13



Mile Point 0.9, looking southwest towards Green Holly Elementary School
8 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.9, looking northwest
9 of 13



Mile Point 0.9, looking southwest at dwelling at 46081 Millstone Landing Road
10 of 13

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Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.0, looking southwest to Green Holly Special Education School and Green Holly Elementary School
11 of 13



Mile Point 1.2, looking northeast to grouping of mid-twentieth-century dwellings
12 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



Mile Point 1.2, looking southwest to terminus of Millstone Landing Road at Three Notch Road
(MD 235)
13 of 13

SM-917
Millstone Landing Road
St. Mary's County, MD

Photographer: E. Young
April 2008
MD SHPO



END
COUNTY
MAINTENANCE

TURN
AROUND
HERE
→

NO TRUCKS

ROAD
CLOSED
AHEAD

SM-917

Milestone Landing ROAD

ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 0.0, looking NE at origin at end of
public access

Photo # 1 of 4



SM-917

Millstone Landing ROAD

St. Mary's County, MD

ENOUNG

04.2008

MD SHPD

mile point 0.0, looking NW

Photo # 2 of 1



SM-917
Millstone Landing ROAD
ST. MARY'S COUNTY, MD
E. YOUNG

04.2008
MD SHPO

mile point 1.9, looking SW to Green Holly Special
Education School & Green Holly Elementary School

Photo # 3 of 4



SV-917

Millstone Landing ROAD

St. Mary's County, MD

E. YOUNG

04.2008

MD SHPO

Mile point 1.2, Looking SW to terminus of Millstone
Landing Road at Three Notch Road (MD 235)

Photo # 4 of 4